

### Daily Coal Arrivals Increase, but Still Are Below Normal

### Quantity Shipments Expected Next Week; Federal Agent Asks Evidence of Alleged Profiteering

Three hundred additional cars of coal, carrying 15,000 tons, reached this city yesterday, it was announced at the office of Commissioner J. W. Howe, of the Tidewater Coal Exchange.

This is an increase of fifty cars, or 1,000 tons, over the day previous. The normal receipt of coal for the public utilities of this city is 500 cars a day, so that, while yesterday's arrivals were above those of the day before, the situation is still far from normal.

It was said, however, that at the office of Commissioner Howe and that of the Public Service Commission that quantity coal shipments may be expected with the beginning of next week, particularly since the effects of the embargo on coal exports will begin to be felt in increasing force within two or three days.

The coal stringency has by no means been met yet, but officials both at the Tidewater Coal Exchange and the Public Service Commission were more optimistic yesterday than at any time since the present coal shortage in the city threatened the shutdown of the transportation, lighting and heating utilities.

The Federal authorities yesterday took a hand in the situation. Arthur W. Riley, special agent of the Department of Justice and head of the government's profiteering squad in this city, wrote a letter to Acting Public Service Commissioner Alfred M. Barrett, asking for information on coal profiteering with a view to instituting prosecutions. Mr. Riley's letter followed.

"It has been stated to this department that you, as Deputy Public Service Commissioner of New York, have come into knowledge of rank profiteering and extortionate practices on the part of those dealing in coal in New York and elsewhere.

"It is the purpose of this department to enforce the law against those who violate it in their dealings in coal, the same as in other necessities of life," as defined by the statute. This enforcement can only be had when the evidence can be obtained upon which to base prosecutions.

"As a public officer whose relations to the welfare of the public are such as to enable you to obtain the evidence necessary, and who, we are informed, has such evidence now, can you give this department specific information in regard to this profiteering in coal?"

"Because of these facts this letter is addressed to you, with the request that you furnish such specific information as you may have in your possession so that action may be taken to put an end to these violations of the law."

### Chicago House Owners

**Make Appeal for Coal**  
CHICAGO, July 1.—The State Public Utilities Commission was appealed to to-day by the Chicago Real Estate Board for aid to enable Chicago apartment building owners to obtain coal.

Louis T. Orr, chairman of the coal committee of the board, told the commission that the situation confronting apartment owners was acute, and that immediate action was necessary to prevent a coal shortage next winter.

### More City Employees Join Strike in Chicago

### Laborers in Construction Division Alone Return to Work

CHICAGO, July 1.—Lack of understanding by the city officials and employees as to the status in which the City Council's action left the pay demands of city employees resulted in confusion to-day and in the calling out of several hundred additional city workers, among them pile drivers, machinery movers and iron workers.

The only group to return to work was the laborers in the construction division of the Bureau of Engineering, to whom \$8 a day had been granted by the council.

The striking garbage handlers, steam fitters, electricians and store cutters refused to return to work. In an effort to end the various strikes, William Burkhardt, Deputy Commissioner of Public Works, to-day called a meeting of the business agents of the striking unions. The men declared they will not return to work unless their demands are granted.

Every department of the city was confronted by the grave predicament. It was reported that emergency measures—such as the employment of non-union labor—were being considered by some city chiefs.

After an entire night spent in a fruitless wrangle over the problem of wage raises for union craftsmen and unorganized clerks, and police and firemen as well, the Council finally reconsidered Alderman Kostner's motion, passed at Tuesday's meeting, granting both police and firemen raises of \$100 a year above the \$8 added in the Finance Committee's recommendation, and tabled it. In similar manner, after a bitter fight between union labor advocates and the Finance Committee members, led by Chairman Richard, the blanket motion of Alderman Moran, providing for raises to meet all demands of union labor craftsmen, was finally defeated and tabled.

### "Son of Light" Acquitted Of Defrauding Artresses

Alexander Gaidzakian, known to the Federal authorities as "the Son of Light," was acquitted by a Federal jury in Judge Learned Hand's court yesterday of the charge of using the mails to defraud. Gaidzakian had been on trial for several days on an indictment alleging that he falsely represented to actors and actresses that he had engaged the auditorium in the Plaza Hotel for the summer months and would stage a series of Shakespearean plays.

### Deep Sea Workers' Strike in Atlantic Ports Threatened

### Conflict With U. S. Shipping Board on Open Shop Principle May Result in Walk-Out, Leader Says

A conflict between the International Longshoremen's Association and the United States Shipping Board, which may result in a walk-out by deep-sea longshoremen in Atlantic ports, came to light yesterday with the receipt of a telegram by the Merchants' Association of New York from the Galveston Commercial Association. The telegram called attention to the importance of prevailing upon the Shipping Board not to sign a contract with the International Longshoremen's Association providing for the closed shop. It urged the association here to stir up the commercial organizations against the closed shop proposal.

Unofficially, it was said at the office of the association that should it appear the Shipping Board is engaged in negotiations with the Longshoremen's Association for a closed shop, or that such negotiations have been concluded, efforts will be made to enroll 1,100 business organizations throughout the country in a protest against such action.

### Say Closed Shop Is Provided

Anthony J. Chlopek, vice-president of the I. L. A., said there is an agreement between the Shipping Board and the I. L. A., affecting the deep-sea longshoremen only and entered into last October, providing for a closed shop on all Shipping Board vessels. He said that several weeks ago a vessel of the United States Shipping Company allocated to it by the Shipping Board, was partially loaded at Galveston, after which the vessel left for Port Arthur, where the loading was completed by non-union men. Thereupon, he declared, the International Longshoremen's Association notified the Shipping Board that if it did not live up to its agreement all deep-sea longshoremen along the Atlantic Coast would refuse to handle any of the board's ships.

At the office of the Shipping Board in this city no one would discuss the details of the agreement referred to by the I. L. A. It was stated, however, that it does not provide for a closed shop. Examination of the agreement, which was embodied in the award of the National Adjustment Commission of the United States Shipping Board last October, revealed that it gives preference to union men, both in regard to employment and working conditions, on all vessels of or allocated by the Shipping Board.

**Ure Trucks to Continue**  
A statement of future policy was made public yesterday following a meeting of the Citizens' Transportation Committee, which is handling the em-

### Wife Says Husband Robbed Her Stocking

A hold-up in which his wife, from whom he has been separated two years, was the victim, was charged yesterday in the Gates Avenue court, Brooklyn, against Louis Beck, twenty-eight, of 76 Grafton Street. Michael Horowitz, twenty-nine, of 555 Gates Avenue, was accused of helping Beck. The complaint was made by Mrs. Frances Beck, twenty-four.

Mrs. Beck told Magistrate Brown she was on her way home when Beck and Horowitz stopped her and forced her into a hallway. Horowitz, she charged, held her and put his hand over her mouth, while Beck took \$162 out of her stocking. Each of the men was held in \$1,500 bail for examination.

players' side of the waterfront strike situation. It recommended:

"That the Citizens' Trucking Company continue its present trucking service for such period as may seem necessary and desirable to secure this end.

"That the committee encourage and promote the establishment of other independent trucking agencies committed to the impartial service of the public. That the committee believe it desirable to secure a clear definition from the courts of last resort as to the obligations of common carriers and their employees to serve the public without discrimination."

### France Will Observe July 4

PARIS, July 1.—Newspapers to-day called attention of the people to the fact that Sunday is American Independence Day. French government exercises in observance of the day include a parade of troops before the statue of Washington.



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### Threats Against Pacific Ports Idle, Benson Declares

### Tells Trade Representatives Shipping Board Has Ample Power to Prevent Foreigners Diverting Business

WASHINGTON, July 1.—In spite of threats and propaganda by foreign interest to defeat the Jones shipping law, the United States Shipping Board is determined to build up an American merchant marine, Admiral W. S. Benson, chairman of the board, declared to-day.

Admiral Benson informed representatives of Pacific Coast trade bodies and American railroads that the threat of foreign carriers to divert business from American ports on the Pacific was "futile and idle."

"If such a threat is sincere and the attempt is made to so divert the business," he said, "the Shipping Board would allocate American ships to move the business and follow this action by other steps which would further protect the interests of the United States."

Foreign carriers on the Pacific Coast are conducting a propaganda and making threats mainly in protest against one section, No. 24, of the Jones law.

"Nothing could more surely bring about the enforcement of this section of the law than adoption by foreign carriers of their threat of diverting business from American ports," said Admiral Benson.

"This section of the law permits a preferential rate over carriers within the United States on merchandise moving in export and import in vessels of the United States, and provides that

whenever the Shipping Board is of the opinion that adequate shipping facilities are not afforded by American documented vessels, the section may be suspended, in which case such preferential rate may also apply in connection with foreign carriers."

Should foreign carriers attempt to divert trade from the American Pacific Coast ports, Admiral Benson explained, Section 24 could be made operative. "Then merchandise via Vancouver would neither be entitled to the rates between United States points and Vancouver in either direction on merchandise locally moved, nor to the export rate now applicable via Vancouver," he continued.

"Foreign threats and propaganda will fail. Those who use such arguments on behalf of foreign interests overlook the fact that the transportation act of 1920 has given to the Interstate Commerce Commission authority in 'emergency' to direct traffic or establish an embargo against movements of freights. It also has authority to establish minimum rates on any commodity moving subject to the Interstate Commerce act within the United States."

The agreement with the Hamburg-American Line, by which the former German trade routes are to be opened to American shipping, has been submitted to the Shipping Board for its approval, Chairman Benson said.

Colonel Frederick A. Mott, chairman of the Citizens' Trucking Committee, operating the independent trucking system of the merchants, announced last night that twenty-two trucks were employed at the coastwise piers yesterday, and a total of 173 tons of freight was moved. The trucks will not be operated between to-night and Tuesday morning, the freight congestion having been sufficiently cleared to permit a holiday.

### Bootleg Whisky Scored

Magistrate Says "Rat Poison" Is Ruining Nation's Youth  
A discourse on the whisky now be-

ing offered for sale by bootleggers was made yesterday by Magistrate Dale, in Flatbush Court when he suspended sentence on Howard Shiflet, a stationer at 1423 Flatbush avenue, Brooklyn, who had been arrested for selling fireworks.

"It would be far better," the Magistrate remarked, "if the rotten booze they are selling nowadays were confiscated, instead of fireworks. This should be one of the most glorious Fourth's we ever have had. They are selling rat poison for booze and it is ruining the young men of the country."

### Banker Under Bail Missing; Got Passport to England

CHICAGO, July 1.—Federal authorities began an investigation to-day to determine the whereabouts of John W. Worthington, president of the American Banking Association, who last week procured a passport for England following his release on \$15,000 bond under the charge of having in his possession stolen Liberty bonds. It was said, the court will be asked to forfeit his bond.

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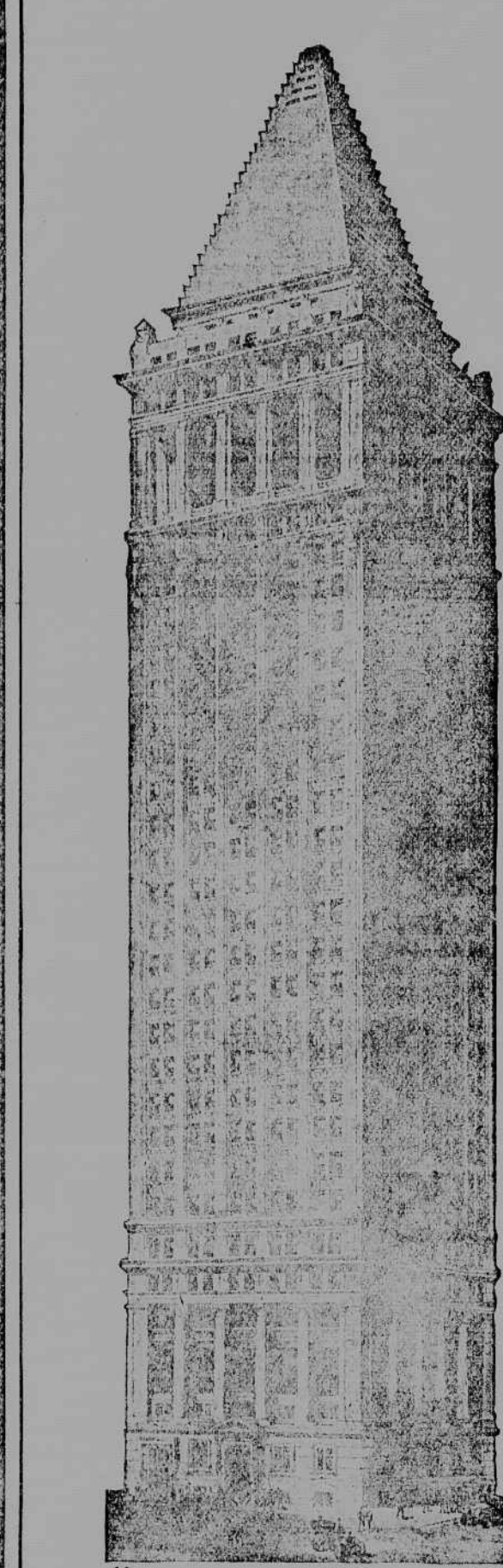
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